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TIMBUKTU TRADES IN HIPPO HIDE

The skin of the hippopotamus is very tough and sometimes two inches thick. The natives boil it for food, but prolonged chewing is always necessary. Hippopotamus teeth are highly prized as ornaments, being harder than ivory and less liable to turn yellow (See Bulletin No. 5).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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The Three Guianas

ONE valuable by-product of President Hoover's unique "swing around the circle" of South American countries was the education of North Americans in the geography and history of the republics of South America.

Three patches of South American territory, however, which were not on the itinerary, and which remain little known, are the three Guianas—British, Dutch, and French Guiana. They are the only European colonies in South America.

One sector of the Guianas' coast, that of French Guiana, was sighted by Columbus, yet it still is one of the least settled portions of the New World.

Guinea-Pig's Name Attests Ignorance about Guianas

The very name, Guiana, was so little known that, when it came to christening the small rodent from Guiana, the name was confused with Guinea, on the African coast, and so the guinea-pig bears the burden of a typographical, or a geographical, error to this day.

The word, Guiana, is derived from the name of an Indian tribe which once inhabited the entire country between the mouths of the Orinoco and Amazon Rivers, as far back as the Rio Negro and the Casiquiare. This huge territory formerly went by the name of Guiana, but much of it is now included in Venezuela and Brazil.

Sir Walter Raleigh visited the region in search of El Dorado, fabled land of riches, but, discouraged by Indians, heat, and swamps, he turned back. The first actual settlements were made by Dutch colonists in the last quarter of the sixteenth century. Paramaribo, or, as the Dutch call it, Surinam, the capital of Dutch Guiana, is the city which was traded to the English for the settlement of New Amsterdam on Manhattan Island, present-day New York. Paramaribo now has a population of about 40,000 people, mostly negroes.

Progress Impeded by Labor Shortage

French Guiana, perhaps the most beautiful section of the coast from a scenic point of view, has long been used as a convict colony and has made few attempts at agricultural or commercial development.

British and Dutch Guiana have had a struggling existence, the settlers being crowded upon a narrow strip of agricultural land between tropical jungles and the Atlantic Ocean. Much of this strip is below sea level and has to be diked and artificially drained. Sugar, molasses, rum, molascuit, a sort of cattle food made from the residue of molasses, and rice are the chief agricultural products.

Successful attempts have been made to raise bananas, cacao, and rubber, but plant diseases and lack of labor have been a great detriment to development of the country. Following the freeing of negro slaves, the sugar industry, which had been a mainstay of the colonies, languished considerably. A certain amount of East Indian indentured labor was induced to immigrate, but the need for workers who can stand the sun has never been met, and is still one of the vital problems of the Guianas.

Back from the coast is a wide belt of tropical jungle; farther inland the explorer reaches high treeless plains or savannas. Farther still are great ranges of mountains, furnishing magnificent scenery. Kaieteur Falls, in British Guiana,

UMI

© Donald McLeish

THE HUGE TOWER BRIDGE, "GATEWAY OF THE CITY," LONDON

The upper footbridges are 142 feet and the lower roadway 29½ feet above high water. The twin bascules of the central span, each weighing about 1,000 tons, can be raised in 1½ minutes for the passage of large vessels. A "curiously unbeautiful" structure, its Gothic towers nevertheless make it suitable in design for its location near London's ancient fortress. (See Bulletin No. 4).

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Manganese: Essential for Morning Shave and Evening Radio Entertainment

DISPATCHES telling of the operation by the Russian government of the manganese mines of Tchiaturi afford another reminder of the remote sources of the products needful for many articles of our every-day use.

The man who shaves in the morning and tunes his radio set in the evening probably is unaware of any debt to Tchiaturi. Yet this arid ravine under the snow peaks of the Caucasus shelters the largest manganese mines in the world.

Razors are steel. Steel is iron. But steel also is carbon and silicon and sulphur and phosphorus and manganese; for steel is an alloy just as surely as bronze and aluminum are alloys. Gary and Bethlehem and Pittsburgh can get iron from Minnesota and most of the "seasoning" for their steel in the United States, but they must go abroad for much of their manganese.

Much Manganese Comes from Georgia, Russia

Georgia, not the United States Commonwealth, but the Soviet Republic which is federated with Russia, lies along the southern slopes of the giant Caucasus Mountains which cut it off from Russia like the Pyrenees cut off Spain from France. Oil is Georgia's chief mineral resource and manganese is second. Oil at Baku, on the Caspian Sea, did much to build the Transcaucasian railroad from Baku to Batum, on the Black Sea, back in the eighties, but manganese found use for it first.

A few miles west of Tiflis, which is the capital of Georgia, a narrow-gauge branch railroad now winds through the deep cut of the Kvirila River. Its terminal, 25 miles from the main line, is Tchiaturi, which is about 130 miles from the ports of Batum or Poti. Round about Tchiaturi are next to the largest known rich deposits of the rare earth called manganese ore. Although this region is supposed to have 200,000,000 tons awaiting the pick, Brazil is said to have a mountain of it, but the Brazilian deposit is so far inland that its development is impracticable at present.

Italian Miners Imported to Work Mines

Before scientists discovered that manganese would facilitate the process of making steel and before they found that a certain per cent made steel wonderfully hard, Tchiaturi Mountain district was inhabited by a few scattered herders. In prosperous times 4,000 miners now work the hills. A herder of sheep knows little about mining, so at first Italian miners were imported to work the strata. But the mining is easy and comparatively safe, so the Georgians soon caught on and now the great majority of workmen are natives.

Before the World War much was done to maintain good living conditions for the miners. Homes were built for them together with an institution for hot baths, so dear to the Georgian heart. Electricity came into the mountains for the mines and the villages. Manganese even brought a theater to Tchiaturi.

When the branch railroad reached the deposits there was great rejoicing because previously all ore had to be taken over perilous mountain paths 25 miles to the main line. Seldom more than a ton could be carried by bullock cart at one

are 400 feet wide and 741 feet high, which is more than four times the height of Niagara. This region is reached from the coast by following rivers inland, first in larger boats and then in canoes. Gold mines are worked in paying quantities and small diamonds are exported. The Indians who roam the country are primitive in their mode of life but not unfriendly. Bauxite and balata and hardwoods are other Guiana products.

In Paramaribo there is a street shaded by mahogany trees said to be worth $40,000. Americans are interested in the fact that in Georgetown, capital of British Guiana, although English pounds and shillings are in circulation, accounts are kept in dollars at the rate of 4s. 2d per dollar. This is said to be for convenience in exporting, much trade being carried on with the United States and Canada.

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A GROUP OF BRITISH GUIANA BEARERS AND ONE OF THE NATIVE BASKETS IN WHICH THEY CARRY THEIR BURDENS

The basket is borne upon the back. It is supported by bands of tough bark which pass over the shoulders and across the forehead. This is the noon hour and the toilers are making their midday meal of boiled rice and roasted meat.

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Cape Verde Islands, Aids to Early Explorers and Modern Traders, May Be Station for Ocean Flying

THE Cape Verde Islands, landing place of early explorers, may become a regular stage in transocean flying. Both Italy and France, in discussions of air lines to South America, contemplate utilizing the islands as a refueling station in the proposed flying.

Long ago the Cape Verde Islands served as a stopping place for Vasco da Gama on his epochal voyage to India. Very recently they have been a landing place for transatlantic flyers. Two years ago the U. S. State Department established a new consulate on the island of Sao Vicente (St. Vincent).

Largest Island Smaller Than Los Angeles

St. Vincent is one of the fourteen islands of the Cape Verde group which form a crescent about 300 miles west of Dakar, the easternmost city on the African continent. Porto Grande is capital of St. Vincent and one of the few large port towns in the Islands. It is built in a well protected location with high mountains at its back, and in front the massive heights of the Island of St. Anthony almost shut in a wide, deep harbor from the sea.

The fourteen islands could be placed on the State of Rhode Island and only a few rugged edges would extend over the borders. Sao Thiago (St. Jago), the largest of the Cape Verdes, is slightly smaller in area than the city of Los Angeles, while the smallest island is measured by square yards.

The Governor General, appointed by the Portuguese government, resides at Porto Praia on St. Jago, a city of about 3,500 inhabitants, most of whom are negroes. Porto Praia rivals Porto Grande in commercial importance. Unlike the St. Vincent capital, which is built from tidewater up the mountainside, Porto Praia occupies a tableland about 100 feet above the water's edge, with three roads approaching it from red painted docks. It was at St. Jago that Vasco da Gama stopped before sailing around the Cape of Good Hope.

Fresh Water Is a Luxury

All the larger islands are inhabited, the majority of the population being quartered in compact villages and towns built in small recesses in the steep mountainsides, overlooking the sea. But it is in the interior of the larger islands that one finds the real native life of the Cape Verdes. It is said that the ancestors of these people of the interior once lived along the seashore. But for a hundred years after Spain took control of the islands, the Cape Verdes were plundered by pirates. During this period the inhabitants fled to the valleys from which they seldom emerged except to trade. Most of these valley people are black, but one often notes Portuguese features. They speak a poor quality Portuguese which is difficult for the European to understand.

Like that of Greenland, the name of Cape Verde is deceptive. It was taken from Cape Verde, Africa, and in English means "Green Cape," but there is little on the Islands to suggest that the Cape Verdes deserve to be called "Cape Green Islands." Here and there along the shore and in a few interior valleys are patches of fertile land, but rocks and sand claim the greater portion of the area. Fresh

time. The old Russian government built the branch line, but freight charges were so high, it is said, that they paid the railroad's cost in two years.

India Passes Georgia in the Ore's Production

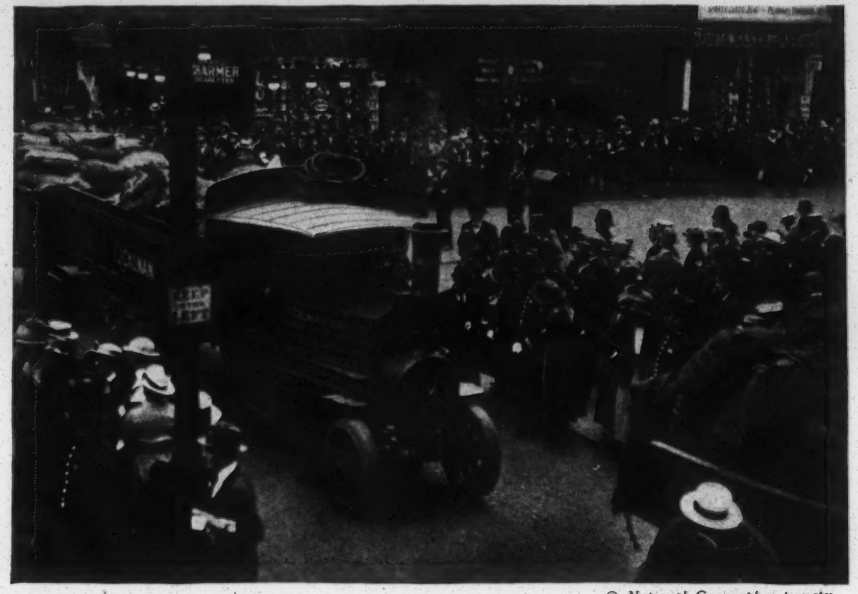
Up to the time of the World War, Georgia led the world in production of manganese except for the periods of depression in 1907 and 1908. Then its rival, India, passed it. Closing of the Bosporus in 1914 practically sealed the Georgian mines.

The United States has always imported manganese heavily from Brazil, where the mines are in Minas Geraes, about 300 miles northwest from Rio de Janeiro. During the war America developed her own manganese resources and is using them to-day to some extent. Then an American corporation acquired concessions in the Georgian area which Russia now plans to work.

The principal steel-producing countries have in the past each drawn their chief manganese supplies from a different source: Germany from Georgia, England from India, where the mineral is found in the Presidency of Madras and in central India, and the United States from Brazil. Montana, the Blue Ridge Mountains of Virginia, Arkansas, Colorado and our own State of Georgia are the sources within the United States.

Many radio fans also rely on manganese. Grades of ore coming chiefly from Philipsburg, Montana, are important constituents of the dry cell or dry battery.

Bulletin No. 2, March 25, 1929.



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THE STEAM LORRY IS FIRST AID TO THE PORT OF LONDON'S HEAVY SHIPPING

"One leaps from safety island to safety island across these streets, as if they were stepping-stones in a torrent—omnibuses, steam lorries, donkey carts, limousines, the small barn-swallow-like cars which taxation has thrust upon English motordom." The roaring traffic is made more perilous to American visitors by the English custom of the left-hand turn (See Bulletin No. 4).

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The Port of London

LONDON the city is a Mecca for travelers and is known, from books and stories, throughout the world. London the port is comparatively little known, yet in world economics it is even more important than London the city.

Ships crowd the Thames from the Seven Seas, varied piles of products from all corners of the world are set down on London quays and docks, and many facilities aid in handling this mighty business of providing necessities and luxuries for a great block of the world's consumers.

Port Has Grown as Ships Have Developed

The Port of London has developed as her ships have developed. In her 2,000 years of history she has known the long rakish Viking boats, the little wind-driven ships of the Continent, smacks, frigates, clippers; and since the advent of steam and the gas engine, great mechanical greyhounds of the sea of ever-increasing size.

The smaller ships of the past centuries found it possible to anchor in the Thames or to tie up to her wharves and quays. But as ships became larger and more numerous the great tidal range of the river was found to be more and more troublesome. It was then that London began the construction of the great closed dock system which gives her the most extensive area of artificial ship basins in the world.

A quay or wharf is merely a wall or platform along the shore of a river or inlet. A true dock is constructed by digging into the bank to construct a basin into which the harbor water flows. A lock and water gates usually connect the basin with the outer water. When ships are floated into the dock at high tide, the gates can be closed, shutting in enough water to float the ships even when the water has dropped far below the necessary level outside. In some modern docks the water level can be maintained or even raised above the high tide level, by gigantic pumping plants.

First Dock in Days of Pepys

London's system of docks, now so extensive and elaborate, grew by very slow degrees. The first little wet dock, dug at Blackwall about 1665, was used merely to outfit ships. Samuel Pepys mentions it in his diary. Next, about 1700, came a larger dock used merely as a protected anchorage for ships that were to be long in port. This basin came to be frequented by whaling ships in the Greenland trade and was long known as the Greenland Dock. The whalers soon realized that the unloading and the taking on of supplies could better be accomplished in the dock than in the river. Blubber factories, storage facilities, and all the ill-smelling accessories of whaling grew up around the basin, which thus was first to take on what are the elementary docking activities of to-day.

These beginnings of the dock system were constructed within a few miles of London Bridge. From them the system has developed, principally down the river into deeper and deeper water. The West and East India Docks were built about 1800. They now embrace 127 acres of water basins, millions of square feet of warehouse space, and more than 5 miles of quays. The so-called London Docks, the nearest basins to the bridge, are relatively small, covering 35 acres of water and 65 acres of land. The Surrey Commercial Docks, built around the original Greenland Docks, consist of 147 acres of water, 230 acres of land, and 5 miles of quays.

Royal Docks Heart of System

The Royal Docks, six or eight miles below London Bridge, are the heart of London's dock system, and the most extensive inclosed docks in the world. They consist of the Royal Victoria Dock, built in 1855; the Royal Albert Dock, completed in 1880; and the King George V Dock, opened in 1921. Together they embrace 245 acres of water and extend along the river for three miles. More than half a million tons of shipping has been berthed in these connected docks at one time.

Twenty-six miles below London Bridge is the most remote of London's shipping basins, the Tilbury Docks. These were opened in 1886 to accommodate the largest of the vessels entering the port and those of the deepest draft. Its new entrance lock is approximately of the dimensions of the great locks of the Panama Canal, with a depth of 45 feet 6 inches below high water. It is in the Tilbury Docks that many of the transocean passenger steamships

water has always been a luxury, lack of which has caused serious famines in the past.

The natives make the best of their barren islands, and produce indigo, coffee, castor beans, fruits, tobacco, poultry, potatoes and yams. Salt is also an important product. Many of the inhabitants who are not employed in agriculture or shipping, are good fishermen and adept in making rum, curing fish and manufacturing straw hats and seats.

Islands Were Once Slave Station

When the Islands were discovered more than 500 years ago by two Portuguese sea captains, they were devoid of human life. The only incidents were the occasional overflows of a volcanic crater.

For more than two hundred years the Cape Verdes built up a flourishing trade and became Portugal's principal outpost of trade with Africa. Until the middle of the last century the natives reaped a harvest from the African slave trade. This probably accounts for the majority of negroes in the present population of about 140,000. Those inhabitants who are not black are Portuguese or of mixed blood.

In the early days when New England was famous as a whaling center, many of the crews of the whalers were recruited in the Cape Verdes. Those who did not return to the Islands settled in southeastern Massachusetts in the vicinity of New Bedford. "Bravoes," the name by which they are sometimes known, comes from the name of the island from which most of the recruits migrated—Brava, the southwesternmost island of the Cape Verde group.

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Photograph by George Finlay Simmons © National Geographic Society

THE BEAUTIFUL HORSESHOE HARBOR OF PORTO GRANDE

This, the capital of St. Vincent (Sao Vicente), is the best port in the Cape Verde Archipelago. It is protected on three sides by mountains and has its entrance partly shut by the massive peaks of the island of St. Anthony (Santo Antao), rising in the hazy distance.

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Timbuktu: "Meeting Place of Camel and Canoe"

THE very name, Timbuktu, long was a synonym for remoteness and inaccessibility. Some folk may have thought it a fabled spot, such as El Dorado. Far from being mythical, it is a famous and important old city of French West Africa. Now, with roads being built, and a route laid out across the desert over which tourists will travel, a jaunt to Timbuktu will be little more extraordinary than a trip to the Pyramids, or into Morocco.

The city lies at the southern edge of the Sahara Desert and about 900 miles inland from the Atlantic. It is just off the Niger River, nine miles to the north. A small canal makes the town accessible from the river during the rainy season, but at other times travelers from the south enter by pony back from the river port of Koryiamo.

Trade Center for Vast Desert Area

Timbuktu is a natural trade center for a vast area. It has been described as "the meeting place of the camel and the canoe." When the Spanish were colonizing the New World, the city was a splendid and prosperous place, numbering its inhabitants by the scores of thousands. But wars among the various tribes of the region brought desolation, and when the French took over the town in 1894 it had a population of only a few thousand. Under French control prosperity has returned and the place is, as of old, a great trading center. Some 8,000 people dwell there permanently, and there is a large floating population of caravan traders.

Timbuktu is a city of mud and stucco houses like African cities farther north. The "streets" are merely passages in the sand between buildings. But over this carpet of sand there seethes a busy life: Arabs, Moors, and Tuaregs afoot; laden camels; camels with riders; donkeys with packs. In the market place is even a greater buzz of activity.

Only Women Seen on Streets Are Servants

The old strictness of Mohammedanism has not relaxed in Timbuktu as it has in Turkey. The only women seen on its streets are female servants. The better class women remain in their homes most of the time, and if they fare forth go only with their men, and then heavily veiled.

The new flourishes beside the old in Timbuktu. The market place includes not only the mat-shaded little booths of the natives, but several European commercial houses. The telegraph reaches to the outside world, and telephones are used locally.

There are only about a score of Europeans in Timbuktu, mostly French officials and their families.

The big event of the year in the city is the arrival of the annual salt caravan from the heart of the Sahara. A rousing welcome is extended to the arriving horde. There are about 800 camels laden with salt and many others ridden by picturesquely garbed chiefs and their bodyguards. On its return trip the caravan transports grain, cloth, and various manufactured articles.

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berth—ships of close to 22,000 tons. Liners that are very little smaller, however, also use the King George V Dock, which has some of the most modern dock equipment to be found on the river.

London is not dependent alone on inclosed docks. Along the 69 miles of river which supply the city with potential port facilities, are many miles of open wharves and quays. To these comes a constant procession of barges, coasting boats, and even sizable steamers.

Docks Under Public Ownership

For the past 19 years the great dock system of London has been under public ownership, managed by the Port of London Authority, a corporate body, whose members are in part appointed by the Admiralty, the London County Council, and other public organizations; and in part are elected by taxpayers and groups particularly interested in the port business. The Port Authority also controls some open wharfage, but the greater portion of this is under private ownership.

With its river, its scores of miles of wharves and docks, and its vast warehouses and vaults, the Port of London is a gateway and a treasure-house through which and into which pours a stream of goods ranging from the barest necessities and the crudest raw materials to the most costly products of loom and factory, artist and craftsman. In part the value and volume of London's sea-borne trade are owing to its geographic situation between continental Europe and the Americas; in part to the city's status as head and heart of the world-wide British Empire.

Many of the docks and warehouses devote themselves to certain specialties. The old Greenland Dock and its neighbors are concerned largely with Baltic, White Sea, and Canada trade, for the most part made up of timber and grain. To the West India Docks come thousands of tons of sugar, scores of thousands of gallons of rum, and hard woods. Sugar also is unloaded by the thousands of tons at the East India Docks along with the spices, silks, rugs, and dozens of other commodities from the East.

Tremendous Flow of Goods

The quantities of goods that pass over London's docks and wharves are stupendous. The leading import in quantity is grain and meals; close to 70 million bushels are brought in yearly, their value reaching 125 million dollars. Such dissimilar articles as tea and fresh and frozen meats lead all imports in value. More than 165 million dollars' worth of each arrives annually. The greater part of the tea is for consumption, the balance for re-export. The meat is practically all for consumption, and it is supplemented by a considerable quantity of home grown meat.

On to the docks pour each year tons and tons of butter valued at more than 100 million dollars, 50 million dollars' worth of cheese, and more than a billion eggs. There is a steady stream of wines and spirits in hogsheads, "pipes," barrels, and bottles. Most of these find their way to the underground vaults of the Port of London Authority where there is complete equipment for blending, bottling, storing and aging. There are more than a dozen huge vats each with a capacity in excess of 20,000 gallons.

This is but a suggestion of the vast stream of goods that passes over the docks and into the warehouses of London. Enough tobacco is in storage to make a smoke screen for the navies of the world—the best tobacco that is afforded by the Americas, Greece, Turkey, Burma, China, Sumatra, Borneo, Cyprus, and Africa. Other warehouses contain fortunes in rubber, ivory, metals, rare earths, drugs, perfumes, porcelains, fine fabrics and laces, feathers, furs, and hundreds of other commodities that minister to the wants of a complex civilization.

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SUMMONING A FISHING PARTY AT KABARA, ON THE NIGER, THE PORT OF TIMBUKTU

"Goin' fishin'" is not a sport, but an important industry, in the mud village of Kabara. The drum is a hollow log covered with a taut goatskin. It is used all over Africa to call meetings or to send messages to other towns, its sound being audible for many miles (See Bulletin No. 5).